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december/january 1987

school fleet

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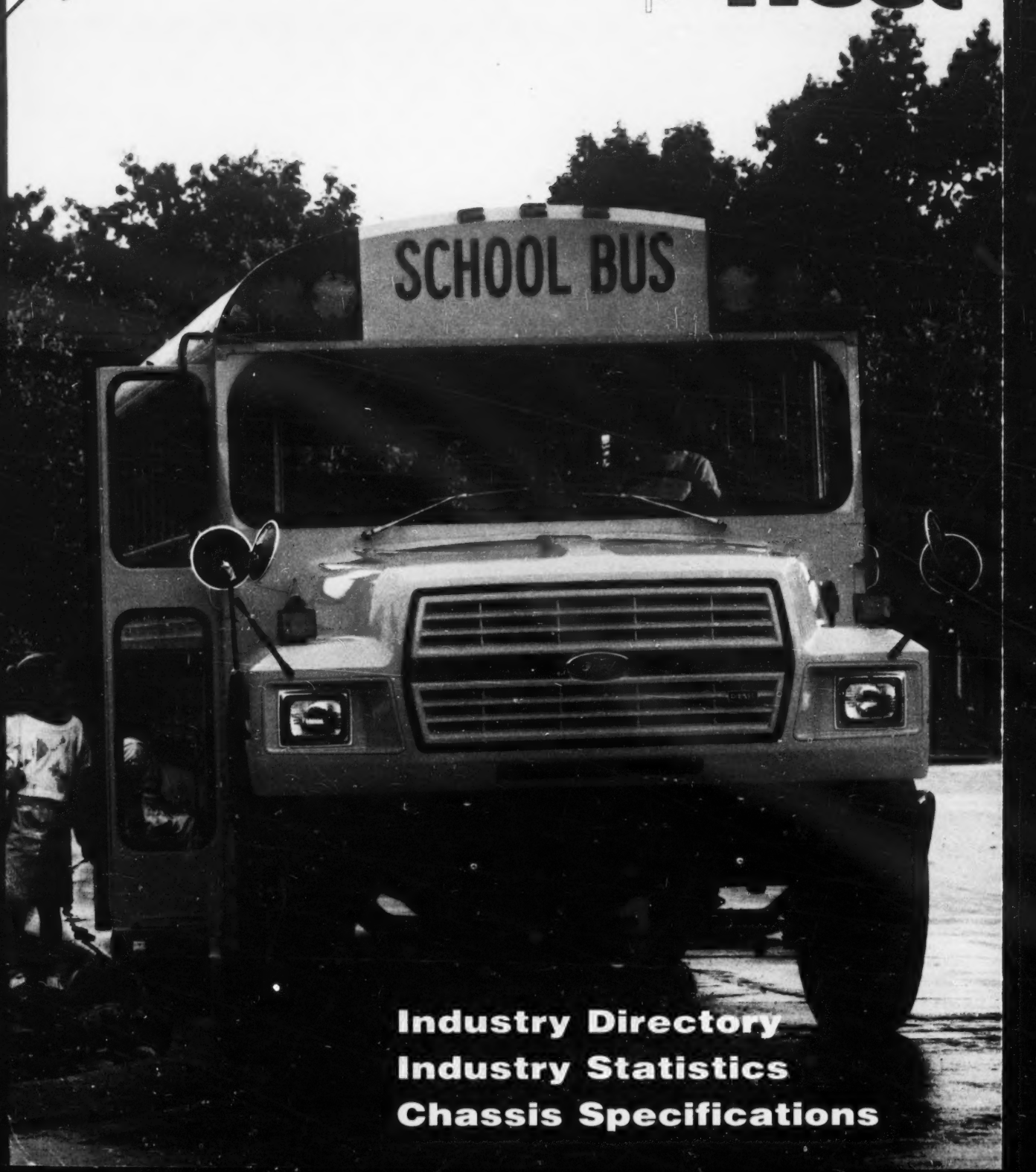

Industry Directory
Industry Statistics
Chassis Specifications

fact book '87 vol. 31 no. 6

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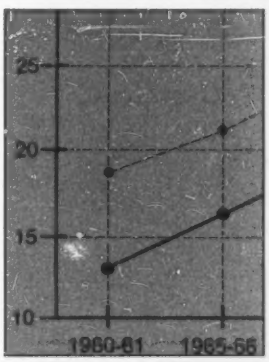
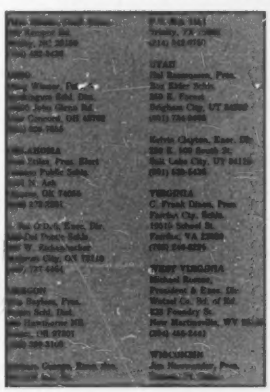
Bus Models 7



Statistics 22



Associations 34

Features

7 **New Model Roundup**
Last year's equipment reviewed, 1987 designs detailed.

18 **Chassis Specs**
Major school bus chassis specifications.

22 **School Bus Industry Statistics**
An update of facts and figures.

32 **School Bus Safety Week**
Winners of poster contest receive national recognition.

34 **Associations and Universities**
Associations and universities serving the school bus industry.

57 **Fact Book Directory**
An alphabetized index to companies in SBF's *Fact Book.*

59 **Buses and Chassis**
Manufacturers and marketers of chassis and school buses.

69 **Components and Services**
Companies providing parts, equipment and services.

119 ***SBF's* 1987 Pullout Calendar**
A guide to the year's important school transportation events.

149 **Consultants**
Firms providing consulting to the industry.

152 **Bus Body Distributors**
A listing of distributors for school bus bodies.

Departments

Classified Advertising	169
Advertiser's Index	175
Publisher's Perspective	176

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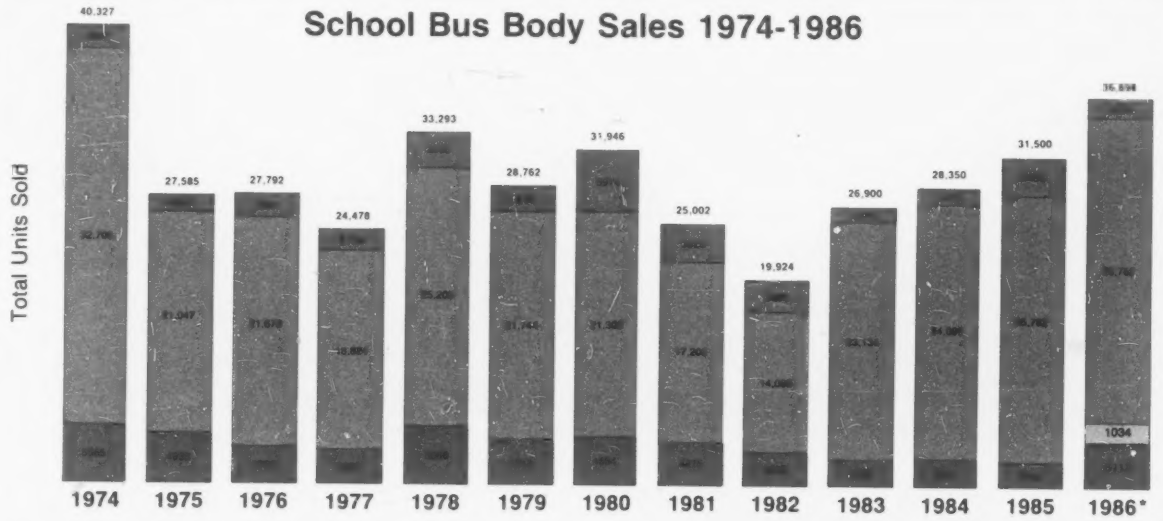
School Bus Body Sales 1974-1986



Type A, Type B } Handicap/special purpose (formerly Type II)

Type C — Conventional 24-76 pass. (formerly Type I)

Type D — Transit style 78 pass. + (formerly Type I)

*Figures for 1986 are estimates as the data was accumulated six weeks prior to year end. Additionally, 1986 represents the first year that van conversions, represented as Type A under the new National Minimum Standards designation, have been included. One remaining conflict in understanding vehicle types is that the federal government throughout its various motor vehicle standards and regulations continues to utilize the Type I/Type II nomenclature, while the school bus industry utilizes the new Type A, B, C and D designations.

Source: Bobit Publishing Research Dept., *School Bus Fleet* Marketing and Media File, and estimates

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State School Bus Purchases

In six states school buses are purchased directly by the state, with a committee comprised of the state director of pupil transportation and other educational or transportational experts developing the specifications for the vehicles. State officials compile the number of buses that districts (and sometimes contractors) require, and then solicit bids from bus body and from chassis manufacturers.

This method of procuring school buses is unlike that in most other states in which states, through their reimbursement formula, reimburse school districts which handle the procurements. Of the six states listed below, five purchase once a year while the sixth (Texas) purchases monthly. The data for four of the states is presented by school year while Kentucky and Texas purchase by calendar year. The figures represent an aggregation of all types of school buses.

State	1982	1982	1983	1984	1984	1986
Florida	757	734	897	937	1,065	1,166
Kentucky	670	566	632	604	632	579
North Carolina	610	953	585	759	785	1,202
South Carolina	506	285	219	368	718	507
Texas*	2,000	2,000	2,000	2,000	2,000	2,000
West Virginia	263	272	324	349	347	328
Total	**4,806**	**4,810**	**4,657**	**5,017**	**5,547**	**5,782**

*approximations

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School Transportation in 1984-85

Prepared by The National Association Of State Directors of Pupil Transportation Services and Bobit Publishing Research Dept.

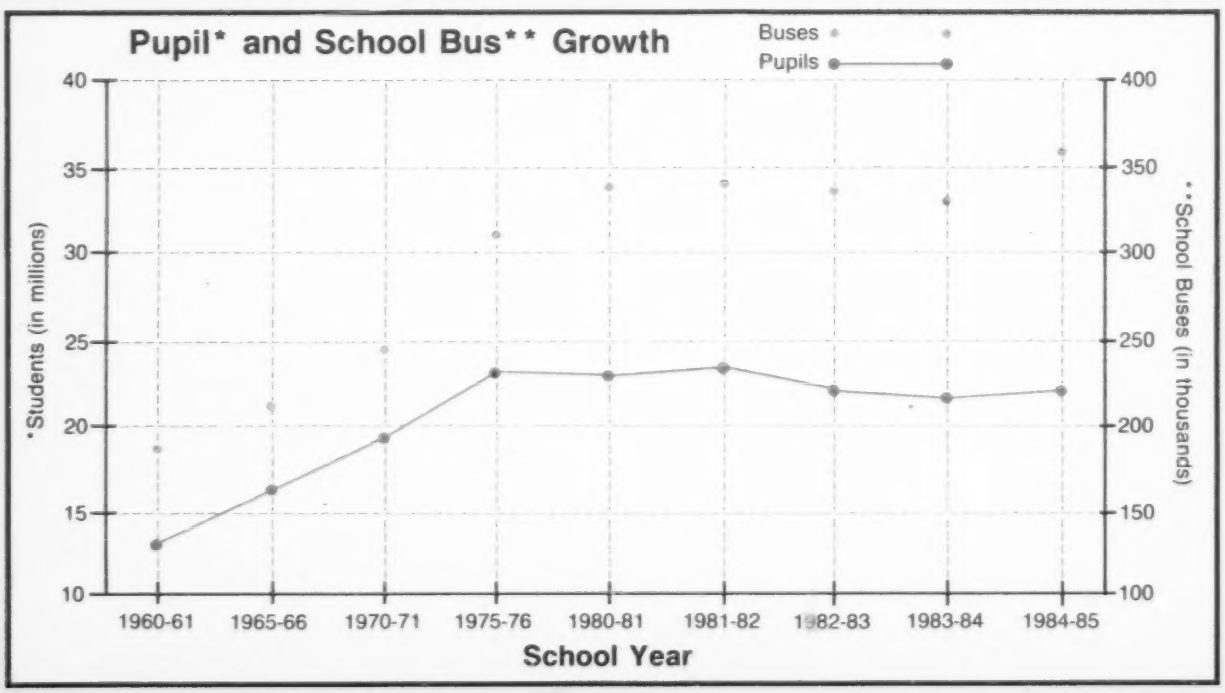
State	Pupils Transported at Public Expense	Bus Ownership				Total Number of Buses	Miles of Service		Transportation Expenditures ($) Including Capital Outlay
		District		Contractor			District Operated	Contractor Operated	
		Type I	Type II	Type I	Type II				
Alabama	403,882	6,425	156	82	21	6,684	54,076,541	N/A	$ 66,670,748
Alaska	44,268	110	5	440	81	636	5,499,496	N/A	24,648,300
Arizona	205,251	370	3,085	67	0	3,766	30,311,179	2,650,550	50,189,410
Arkansas	267,800	4,075	134	0	0	4,209	38,338,461	0	48,755,816
California	882,541	9,700	2,441	2,947	2,720	19,179	158,766,849	91,522,182	478,217,079
Colorado	223,641	3,443	247	206	9	3,905	41,282,215	18,270,145	59,552,360
Connecticut	340,000	0	0	3,879	750	4,629	0	N/A	83,467,351(a)
Delaware	88,842	329	29	794	8	1,160	5,221,363	10,591,022	23,297,347
Florida	789,606	N/A	N/A	N/A	N/A	8,224	127,989,966	9,493,920	187,351,228
Georgia	814,822	9,342	0	333	0	9,675	80,260,920	4,075,020	127,176,984
Hawaii	40,601	14	0	499	231	744	N/A	N/A	15,668,000
Idaho	121,000	1,205	138	596	64	2,003	15,073,970	4,380,898	25,052,516
Illinois	900,000	N/A	N/A	N/A	N/A	16,433	N/A	N/A	173,069,944
Indiana	663,834	10,356	N/A	N/A	N/A	10,797	39,504,690	18,905,796	158,520,083
Iowa	248,315	5,840	730	211	20	7,091	61,479,123	1,607,501	59,518,297
Kansas	164,823	3,808	0	1,079	0	4,950	58,040,408	N/A	70,420,434
Kentucky	462,204	290	6,328	9	182	6,809	70,269,177	4,884,950	89,370,035
Louisiana	608,516	3,325	260	3,602	281	7,468	30,840,254	33,410,276	106,426,906
Maine	167,004 (a)	1,858	25	387	30	2,300	N/A	N/A	38,843,323
Maryland	442,418	2,324	15	2,464	130	4,933	36,580,550	39,320,038	105,338,760
Massachusetts	558,242	1,886	670	3,641	1,562	7,759	61,590,095	N/A	136,996,972
Michigan	926,018	13,338	310	0	0	13,648	117,500,212	0	250,000,000
Minnesota	831,214	3,920	728	4,393	968	10,580	N/A	N/A	152,475,486
Mississippi	359,435	5,108	0	2	0	5,110	42,158,697	N/A	53,585,417
Missouri	560,030	5,469	488	3,678	474	10,109	62,681,259	49,112,615	143,901,498
Montana	61,982	634	59	616	45	1,354	17,166,708	N/A	16,774,374
Nebraska	56,151	N/A	N/A	N/A	N/A	3,438	30,585,158	N/A	33,306,100
Nevada	58,408	727	154	0	0	904	11,332,804	0	16,824,660(b)
New Hampshire	99,206	281	24	1,290	344	1,939	12,466,203	N/A	14,306,491
New Jersey	629,004	3,491	1,599	4,864	2,670	12,624	128,037,228	47,741,886	235,266,062
New Mexico	129,675	454	101	1,216	267	2,038	5,938,682	21,928,609	44,006,190
New York	2,033,732	N/A	N/A	N/A	N/A	25,000	167,339,142	N/A	776,693,158
North Carolina	710,186	12,915	0	0	0	12,915	111,945,235	0	95,444,161
North Dakota	49,075	1,148	0	458	0	1,606	22,346,040	N/A	23,982,911
Ohio	1,270,600	14,377	200	444	50	16,604	162,080,040	5,680,440	251,166,158
Oklahoma	301,461	6,311	39	35	0	6,385	58,480,819	N/A	76,014,324
Oregon	222,899	2,658	319	1,232	118	4,627	40,854,388	N/A	65,216,865
Pennsylvania	1,382,337	4,189	917	10,019	4,594	19,719	62,359,924	177,485,941	390,529,571
Rhode Island	83,086	N/A	N/A	N/A	N/A	887	N/A	N/A	N/A
South Carolina	443,772	5,888	88	22	280	6,278	61,788,935	2,004,726	59,679,227
South Dakota	46,000	834	0	390	0	1,224	12,580,716	5,380,533	15,828,867
Tennessee	556,484	4,703	132	1,280	191	6,306	53,886,902	20,956,018	76,037,901
Texas	973,378	23,046	1,548	0	0	24,594	213,093,816	0	289,334,420
Utah	132,773	66	1,315	1	73	1,455	15,358,031	1,123,595	22,257,061
Vermont	71,740	567	50	477	126	1,220	6,459,707	5,071,722	16,657,688
Virginia	725,333	8,521	384	225	0	9,130	79,586,075	1,173,024	129,369,994
Washington	375,424	5,022	290	653	147	6,112	53,459,859	9,907,316	133,661,173
West Virginia	285,650	2,907	66	0	59	3,032	36,968,165	404,199	75,138,059
Wisconsin	464,548	6,983	0	0	0	6,983	75,444,716	0	109,360,604
Wyoming	40,423	1,093	251	27	18	1,389	13,399,736	N/A	25,782,005
Manitoba	60,971	1,530	80	70	160	1,860	22,700,000	N/A	29,383,242
TOTAL	**22,378,605**	**200,880**	**23,405**	**52,628**	**16,673**	**352,434**	**2,852,970,321**	**587,082,922**	**$ 5,750,535,560**

(a)83-84 figures. (b) 85-86 figures. Dist. of Columbia figures not available at time of printing. N/A - Information not available.

Growth of School Transportation In The United States

	Year	Number of Pupils Transported	Number of Vehicles Used	Pupils Per Vehicle	Expenditure*	Expenditure Per Pupil
	1984-85	22,378,605	352,434	63.5	$5,750,535,560	256.97
	1983-84	21,821,947	326,392	66.9	4,724,722,010	216.51
	1982-83	20,952,506	332,453	63.0	3,565,046,073	170.14
	1981-82	22,836,272	335,160	68.1	4,821,783,550	211.14
	1980-81	22,598,975	334,461	67.6	4,125,443,607	182.50
	1979-80	22,578,280	329,808	68.5	3,894,893,829	172.50
	1978-79	22,882,191	323,333	70.8	3,341,035,199	146.01
	1977-78	21,923,780	315,489	69.5	2,880,513,030	131.39
	1976-77	23,156,006	298,173	77.7	2,666,446,831	115.15
	1975-76	22,757,316	312,030	72.9	2,285,840,977	100.44
	1974-75	22,398,556	282,834	79.2	2,000,991,592	89.33
	1973-74	21,169,633	271,552	77.9	1,537,148,313	72.61
National Association	1972-73	20,791,737	262,579	79.2	1,407,472,462	67.62
of State Directors of	1971-72	20,047,589	257,804	77.8	1,324,740,407	66.02
Pupil Transportation	1970-71	19,191,483	245,608	78.1	1,178,910,190	61.82
Services	1969-70	18,752,735	239,973	78.1	966,135,767	51.51
	1968-69	18,467,944	238,102	77.6	901,353,107	48.80
National	1967-68	17,271,718	230,578	74.9	822,595,699	47.62
Education	1966-67	16,684,922	221,722	75.3	763,600,617	45.76
Association	1965-66	16,423,396	210,692	77.9	696,325,421	42.40
	1964-65	15,413.000	206,000	74.8	642,627,000	41.69
	1963-64	15,559,524	200,116	77.7	612,310,333	39.35
	1962-63	14,247,753	195,397	72.9	578,017,634	40.57
U.S. Office	1961-62	13,687,547	191,160	71.6	540,168,114	39.46
Of Education	1960-61	13,106,779	185,869	70.5	505,754,515	38.59

*Expenditures include equipment and tools, salaries, maintenance and fixed charges, such as licenses, drivers' physical examinations,insurance, etc.



School Bus Accidents By State[a]

State	Vehicles	Pupils Transp. Daily	Total[b]	Type of School Bus Accident			Prop. Damage Only Acc.	Persons Injured		Fatalities[c]	
				Other Veh.	Non-Coll.	Fixed Obj.		Total	Pupils	84-85	85-86
Alabama	7,048	403,881	312	288	3	7	290	100	88	1	2
Alaska	600	40,000	95	75	0	18	79	N/A	N/A	1	1
Arizona	3,500	194,529	202	192	1	6	136	173	80	1	2
Arkansas	4,182	265,916	230	78	1	N/A	201	56	46	0	0
California	17,248	882,541	1,737	1,171	79	135	1,347	787	592	0	1
Colorado	5,085	223,640	299	280	6	13	263	124	82	0	1
Connecticut	4,629	215,497	940	910	1	21	800	213	90	0	0
Delaware	1,251	81,043	75	59	0	7	62	100	87	0	0
Dist. Of Columbia	151	2,475	65	31	0	0	65	1	0	0	0
Florida	8,240	744,185	938	720	32	171	771	428	311	1	1
Georgia	9,495	814,822	991	712	N/A	133	N/A	306	249	1	0
Hawaii	730	38,900	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0
Idaho	1,998	122,000	135	108	6	0	126	34	19	1	0
Illinois	15,523	889,734	2,414	1,882	18	38	1,987	794	276	0	0
Indiana	10,356	647,801	856	N/A	N/A	N/A	723	262	107	0	0
Iowa	6,801	248,368	500	333	26	121	443	137	81	0	0
Kansas	5,038	158,766	248	221	8	10	190	94	21	0	0
Kentucky	6,887	453,207	914	724	26	57	756	246	175	0	2
Louisiana	7,467	576,516	777	741	12	10	393	384	301	0	2
Maine	2,287	165,183	192	185	0	5	149	83	44	0	0
Maryland	4,933	442,387	1,065	944	14	104	N/A	98	27	0	1
Massachusetts	7,421	507,035	1,060	585	0	85	918	153	129	2	6
Michigan	13,648	964,293	30	9	0	1	10	20	1	2	1
Minnesota	10,580	831,214	723	686	5	12	698	N/A	N/A	1	4
Mississippi	5,526	359,435	382	362	4	15	334	90	59	0	2
Missouri	9,343	451,090	632	548	0	39	520	251	174	1	0
Montana	1,342	58,643	74	67	2	5	67	7	7	0	0
Nebraska	3,495	56,151	123	115	1	4	92	31	30	0	0
Nevada	874	55,174	62	54	0	3	41	21	15	0	0
New Hampshire	1,926	96,371	166	141	0	19	130	55	28	0	1
New Jersey	12,624	629,004	582	448	41	44	272	306	202	2	0
New Mexico	2,038	131,082	233	190	11	26	188	45	31	1	1
New York	26,304	1,658,063	466	402	4	16	262	376	261	1	3
North Carolina	12,915	712,476	1,168	940	7	7	802	947	572	2	1
North Dakota	2,175	49,075	26	20	0	2	18	6	4	0	1
Ohio	15,673	1,310,660	1,354	N/A	N/A	N/A	1,036	318	318	0	0
Oklahoma	6,385	296,349	427	356	1	48	367	121	60	0	0
Oregon	4,327	222,899	343	274	1	61	318	32	10	0	0
Pennsylvania	19,703	1,382,337	1,752	1,505	46	162	N/A	461	160	1	2
Rhode Island	887	83,086	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	3
South Carolina	5,956	442,384	796	745	15	16	777	671	629	1	4
South Dakota	1,215	46,318	75	61	1	6	64	37	29	0	0
Tennessee	6,306	556,484	831	637	26	86	715	154	148	4	0
Texas	22,481	1,000,000	1,228	1,084	1	21	898	651	557	1	0
Utah	1,483	116,189	102	99	0	1	91	21	2	2	1
Vermont	1220	71,740	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0
Virginia	9,130	725,333	686	615	16	29	547	279	163	0	1
Washington	6,107	384,627	310	294	2	7	217	140	28	0	0
West Virginia	2,973	285,650	665	467	0	195	650	19	6	1	1
Wisconsin	6,983	464,548	866	650	0	142	675	357	140	0	0
Wyoming	1,411	40,791	34	30	1	1	24	36	19	0	0
TOTAL	**345,900**	**21,599,892**	**28,181**	**21,038**	**418**	**1,909**	**19,512**	**10,025**	**6,458**	**30**	**45**

a : National Safety Council survey of state departments of education and state traffic authorities. Most reports cover 1984-1985 school year or 1985 calendar year. b Totals include additional accident types not shown separately.c Kansas-DOT., Loading & Unloading Survey-School year 1984-85 & 1985-86

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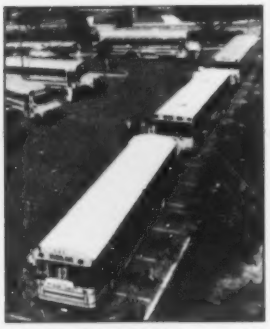
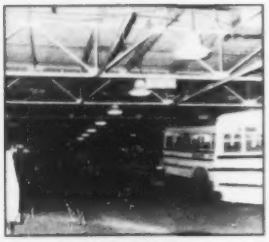


NAPT Convention.....17



Cleveland Schools.....30

Fire.....41

On the cover: Photo of Blue Bird Conventional by Erwin Harrison of Blue Bird Body Co.

Features

14 Survey of State Directors
Directors give their opinions on this year's issues.

17 NAPT Meeting A Success
Specialists discuss legislative concerns at NAPT convention.

22 Convention Workshops Inform Industry
Presentations confront problems facing school bus transportation.

26 Teacher/Writer Given SBF Award
Administrator of the Year Award given for unique contribution.

28 Recognized for Outstanding Service
Transportation director earns NAPT Distinguished Service Award.

30 Operation Turn Around
A close look at Cleveland City Schools reveals important lessons.

34 Ensuring Safety of Handicapped
Study gives recommendations for improving safety of handicapped.

38 Policies for Disciplining Pupils
Districts develop policies to maintain good behavior on buses.

41 Fire Barrier Buys Time
New fiberglass seat material being used to retard fires.

43 Wolfington Tradition Going Strong
Innovative sales techniques guide company into its second century.

46 Sawmill Goes Into High Gear
Maine man converts school bus into a sawmill on wheels.

Departments

Industry News	5	Calendar	50
People	49	Classified Ads	53
Letters to the Editor	48	Advertiser's Index	59
New Products	50	Publisher's Perspective	60

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EDITORIAL AWARD
JESSE H. NEAL CERTIFICATE, 1985

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1987 State Directors of Pupil Transportation Survey

The last twelve months saw a phenomenal 200% rise in laws prohibiting the usage of controlled substances or drugs by school bus drivers. Yet even though 36 states now have such laws on their books, state directors reported only 718 school districts nationwide require drug testing for the drivers. When compared to the more than 10,000 school districts nationwide, this number is minuscule.

Last year's survey showed only 11 states with drug usage legislation; this year 36 states report such legislation. While this year's survey displays a growing concern regarding drug usage among the nearly one-half million full and part time school bus drivers, state directors do not rank it as a top priority issue.

This is just one of the conclusions that can be drawn from the 3rd annual *School Bus Fleet* State Director of Pupil Transportation Survey, which was conducted in January 1987 and was responded to by directors in all 50 states and the District of Columbia.

The questions in the survey dealt with varying topics within the realm of pupil transportation.

The first question asked the state directors for the minimum distance-from-home-to-school for children to be eligible for transportation.

We asked this question because of the continuing national tragedy of missing children. "If children are safer on board a school bus while riding to and from school," argues one school bus advocate, "can't we as an industry help reduce the incidence of missing children by getting more of them on board the school bus?"

This individual was speculating that a reduction in the minimum distance a child must live from his or her school to receive transportation may help cut down on the incidence of kidnapping.

The survey results show that the average distance elementary students must live from school to be eligible for pupil transportation services is 2.22 miles while secondary school children need to live an average of 2.35 miles from their school.

In 11 states the distance is a local district decision and three other state directors were unable to obtain the information, consequently the averages were determined from the responses of 38 directors.

No children, with the exception of special education students, are eligible for transport in the District of Columbia because of its small size. On the other side of the coin, there is no distance limit for secondary students in Ohio, and consequently, all students are qualified for rides. In New Mexico junior high students are required to live more than 1.5 miles from school while senior high students must live two miles beyond their schools.

The survey also asked the state directors to estimate the percentage of children attending public schools who live too close to their school to ride the school bus. According to the replies of the directors, a national average of 39.9%, or approximately 15 million school children, do not qualify for rides. This number is based on the 1987 *SBF* Fact Book, which reports that 22,378,605 pupils were transported at public expense during the most recent school year reported (1984-85.) However, as Don Carnahan, the superintendent of pupil transportation in the state of Washington pointed out, there are many complexities and the situation is not necessarily cut and dry.

In his state for instance, some children who live closer than the allotted boundary are transported while other students living beyond the distance limit are not given rides on the school bus. More specifically, in Washington there are 749,000 students enrolled in public schools and 376,000 of them are transported at public expense. Therefore, 373,000 students are not transported. Some may live 15 miles from school, some may live five miles from school and some may live one-half mile from school.

Guidelines and regulations

Everyone associated with pupil transportation is aware of the danger to children within the loading/unloading zone of a school bus, and 41 states report they have a set of guidelines to govern the practices and procedures of bus drivers within the zone.

The importance of this issue was also evident in a another question which asked state directors to rank the significance of certain problems affecting the industry. Loading/unloading zone laws were ranked as second most important overall (see chart.).

Since safety is such an overriding topic in the field of pupil transportation, the survey contained many other questions regarding safety standards or precautions taken by the states. The directors were asked

State Directors Rate the Issues

	Ranking Scale:	1 Most important	2	3	4	5 Least important	No Response
Issues	Insurance	21	11	10	4	4	1
	Proposed seat belt legislation for Type I school buses	6	11	16	8	9	1
	Proposed standards for handicapped transportation	12	20	12	5	1	1
	Drug usage by school bus drivers	10	12	19	5	3	2
	School bus replacement	18	16	7	2	8	0
	Loading/ Unloading zone laws	22	14	7	3	5	0

Survey respondents were asked to rank each of these six issues that face the industry today. Using a sliding scale, state directors were asked to give a numerical value of "1" to the issue they considered "most important" down to a numerical value of "5" to the issue they consider "least important." For example, the chart shows that 21 state directors gave a numerical value of "1" to the issue of insurance. Continuing, 11 state directors listed it as second most important and gave it a ranking of "2," and four state directors assigned insurance a rank of "5" or least important.

The chart shows that loading/unloading zone laws and insurance remain critical in the view of most state directors. The issue of loading/unloading zone laws was identified by 22 state directors as most important, reflecting the concern throughout the pupil transportation industry over the high number of fatalities and injuries among school children as they board or exit the school bus. In last year's survey insurance and loading/unloading zone laws were ranked as the most important topics as well.

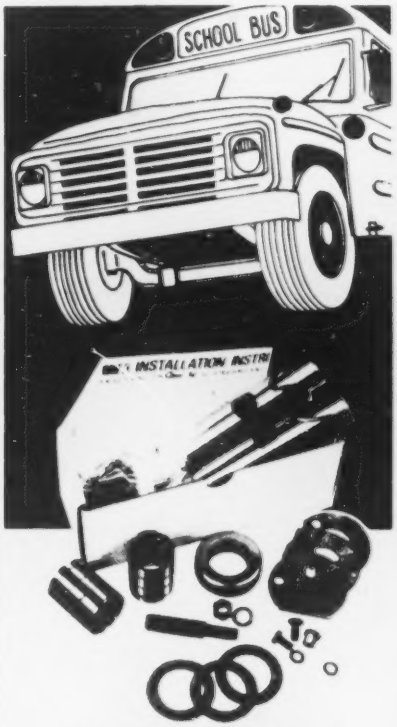
Surprisingly, the survey shows that proposed seat belt legislation for Type I school buses is ranked last among the the six options in the survey. However, it must be pointed out that according to the survey only 24 states are anticipating seat belt legislation in 1987, and consequently the matter is not on the front burner in more than half the states this year.

In comparing this year's findings to last year's, the issue of drug usage among school bus drivers leaped considerably in importance. Last year only four state directors ranked this issue as most important and 12 rated it as second most significant. This year 10 directors thought it was the most important topic and 17 rated it as second most important.

if their state mandates school bus safety standards for vehicles which carry fewer than 10 passengers. These vehicles are typically automobiles or station wagons. The replies showed that 31 states have existing guidelines while 20 do not.

Regarding another safety issue, nearly three quarters of the states mandate emergency evacuation drills for school children. However, of the one quarter of the states that do not require the procedures, many recommend school districts within their state to conduct the drills.

The survey asked the directors if they anticipate school bus seat belt legislation in their state legislature in 1987. Of the directors who answered the question, the responses were split evenly, with 24 answering yes and 24 answering no. The response to the question was not surprising. After all the seat belt issue remains the most controversial



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topic in the industry today.

Thus it came as somewhat of a surprise that seat belts were ranked number six among the six choices given directors in the survey (see chart). The low ranking should not be interpreted to indicate a diminution of concern however; instead the ranking must be understood on two other basis. First the possibility of seat belts in Type I school buses was the only option (among the six) that is of questionable merit. Secondly as the survey shows, less than half the state directors say school bus seat belt legislation will come up in their legislature this year.

Some emerging trends become apparent when comparing this year's survey to last year's survey, such as the rapid pace of the adoption of the 10th Minimum Standards Report. This year 15 state directors replied that their respective state has adopted the report, compared to just six last year. In addition, of the 35 states that have not adopted the new safety, construction and operation standards, 13 directors anticipate their state will adopt the standards in 1987. If the speculations hold true, that means more than half of the states will embrace the plan next year.

The same trend is appearing in the adoption of the new Uniform Accident Report Form. Of the same 35 states that have not picked up the Minimum Standards Report, 16 anticipate adoption of the Uniform Accident Report Form in 1987. If the forecasts of the directors stay true to form, two-thirds of the states will adopt the form.

Funding

According to the survey the issues surrounding funding remain foremost in the minds of the state directors.

When asked how this year's pupil transportation budget compared to last year's finances, 29 states showed an increase, six reported a decrease and 11 reported their budget remained level. The remaining five states were unable to obtain the information.

The average funding increase was 6.3% among the states with higher finances. Indiana's pupil transportation budget skyrocketed 21%, while Utah reported a gain of just 0.02% over last year. Of the states with a decrease in their budget, Alaska showed a 12% drop and Tennessee had a decline of 11%. The average decrease was 7%.

The *SBF* survey asked the directors how much their state has budgeted for school bus driver training in the current year and how it compared to last year's figure. Of the 28 states responding to the question, a total of $4,508,615 was allocated this year compared to $4,459,067 last year. These figures show an annual increase of just 1.1%. Interestingly, 11 states reported no budget for driver training while two others reported a minuscule $1,000.

Clearly the survey results show that state directors of pupil transportation are seeking to adapt pupil transportation to changing conditions in the country.

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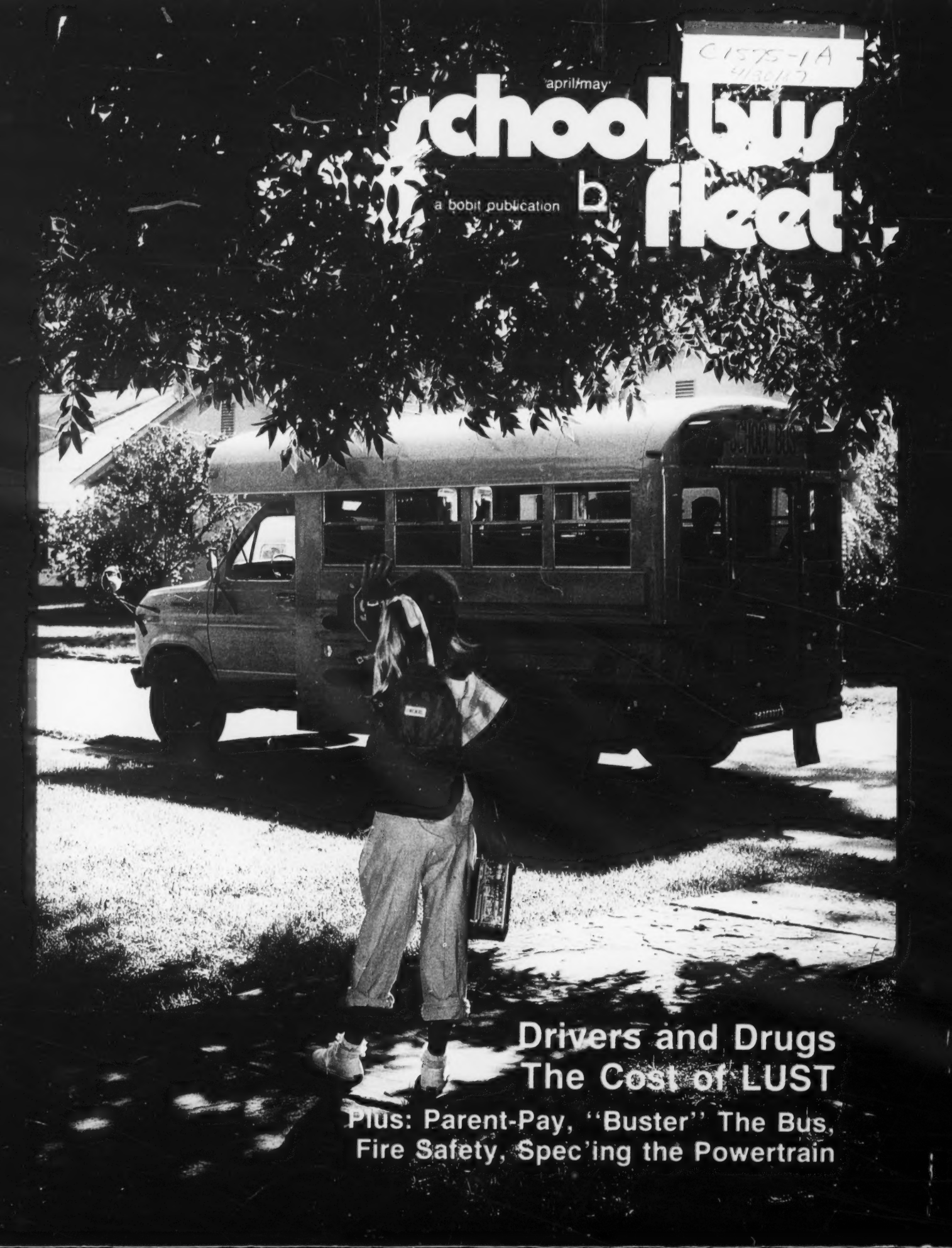

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Pupil Statistics 5

Don Gerig 39

North Carolina 46

On the cover: Photo of the Ward Vanguard by AmTran.

Features

14 **Standards For Leaking Underground Tanks**
School bus industry to be affected by proposed EPA regulations.

25 **Parents Pay For Transportation**
School districts in California charge parents for bussing children.

32 **Detecting Illegal Drug Use**
Questions raised concerning need to test drivers for substance abuse.

39 **Spec'ing The Powertrain**
Don Gerig found the key by focusing on spec'ing properly.

44 **Robot Teaches Children Safety**
Miniaturized bus entertains while teaching school bus safety.

46 **Large District Gains Fuel Efficiency**
North Carolina school buses convert to automatic transmissions.

50 **Designing Loading/Unloading Zones**
Traffic patterns and school design taken into consideration.

54 **Sprucing Up Summer Maintenance**
Directors improve the cosmetic appearance of school buses.

58 **Benefits Of Computerized Routing**
Realize savings and increase efficiency with computerized routing.

60 **Approach To Fire Safety**
New fire suppression system quells fires in engine compartment.

Departments

Industry News	5	People	69
Letters to the Editor	65	Classified Ads	69
Calendar	65	Advertiser's Index	75
New Products	66	Publisher's Perspective	76

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other approach must be taken to incorporate lap-shoulder belts in school buses.

NSBA Reports District Demographics

There are 15,747 school boards educating nearly 40 million students nationwide according to a report by the National School Boards Association released in January 1987.

The NSBA Fact Sheet on Elementary and Secondary Education Statistics also reported that there are 161 districts with 25,000 or more pupils and at the other end of the scale, there are 4,197 boards serving operations with an enrollment of less than 300 students.

Other statistics showed that the percentage of high school graduates varies according to race. The figures for 1984 showed that 75.5% of white students graduated, 63.1% of black pupils graduated and 58.3% Hispanic students matriculated out of high school; it must be noted, however, that the percentage of Hispanic graduates has increased from 46.1% in 1980. The total percentage of high school graduates in 1984 was 73.3%.

The report also projected that by 1992 there will be a shortage of 72,000 teachers in the country. Another statistic reported that in 1982 school districts nationwide employed more than three million people full-time.

Death Of Boy Results In Lawsuit

The family of an 11-year-old boy killed in a Mohopac, N.Y. school bus crash has brought a multi-million dollar lawsuit against the Mahopac School District and the driver of the bus.

The lawsuit charges that the district and bus driver, Nancy Wright, were responsible for the death of Paul Goodrow. The boy died of internal injuries after a school bus carrying 16 children careened out of control in October of 1985.

Although the other children sustained only minor injuries, the boy died after he was thrown from his seat against the corner of another seat back. After the accident, the Mahopac Board of Education voted to require all new buses to have seat belts for passengers.

Attorneys representing the family maintain that Wright failed to operate the bus in a "careful and prudent manner" and that she lost control after she was distracted by a falling cup of coffee she had with her, a violation of state law.

U.S. School Bus Production For '86

Chart 1

Factory Sales of School Buses with Diesel Engines from U.S. Plants (12 Months 1986)

G.V.W. in lbs.	19,501-26,000	26,001-33,000	Total
U.S. Domestic			
Chevrolet	35	0	35
Ford	3,946	0	3,946
GMC	844	0	844
Navistar	7,452	9,796	17,248
TOTAL	**12,277**	**9,796**	**22,073**
U.S. Export to Canada			
Chevrolet	2	0	2
Ford	230	0	230
GMC	313	0	313
Navistar	1,184	187	1,371
TOTAL	**1,729**	**187**	**1,916**

Navistar International secured the largest marketplace of school bus sales for diesel engines and chassis (chart 1, above) during 1986, according to the MVMA. When gasoline engines are included in the mix (chart 2, below) the picture changes somewhat. Navistar remains in first place with Ford, Chevrolet and GMC trailing in that order. However the overall number of 35,256 units reported (below) is still an incomplete figure as some school bus body builders (among them Blue Bird, Thomas, Gillig and Crown) manufacture their own chassis and these figures are not reported to the MVMA.

Chart 2

Factory Sales Of School Buses & Chassis Including Gasoline & Diesel Engines* (12 Months 1986)

Chevrolet	5,116	0	5,116
Ford	7,200	0	7,200
GMC	4,558	0	4,558
Navistar	8,660	9,992	18,652
TOTAL	****25,534**	*****9,992**	**35,526**

* Includes all exports and sales to the federal government.
** Approximately 50% gasoline and 50% diesel engines.
*** Diesel engines only.

Data Sources: Motor Vehicle Manufacturers Association of the U.S., Inc.

Parents Pay For School Bus Transportation

School districts in California charge parents for bussing children to make up deficit budgets and keep transportation systems intact.

Ever since the passage of Proposition 13 in California in 1979, public school transportation systems in this state have been struggling to stay alive. Some districts disqualified students by extending the walk-in distance. Some cut out transportation to all but the youngest children, leaving junior high and high school students to ride bicycles or carpool. Other districts consolidated and began routing buses across long-entrenched boundary lines.

Still another option chosen by 63 of the 900 districts in California was to fund part of the costs of transporting children to and from school with fees charged to parents. In most other states such action is prohibited. But in California free school transportation is not mandated by law. The state is responsible for only about 60% of the local school district's transportation budget. Pressed to make up the deficit, districts succeeded in 1979 in getting a law passed that allows them to implement parent-pay programs.

According to this legislation, the fee the districts set cannot exceed what the local transit system is charging. In most cases, the price for a ticket to ride on the school bus is one-fourth what a student would pay to travel on a transit bus. School bus transportation is also less expensive than carpooling, school district officials noted. The amount parents are being required to pay ranges from 30% to 50% of a district's total school transportation expenditures.

Children attending Gauldin Elementary School in Downey, Calif. flash driver Judy Holliday their passes as they board the bus. Parents pay $112 a year for their children to ride the school bus.

The program is not without opposition, though. Ron Kinney, supervisor of school transportation for the State Department of Education, is also a parent in the Elk Grove Unified School District. Currently, the district is holding public hearings on the issue of whether or not to initiate a parent funding program for school bus transportation. The reaction from parents, Kinney said, has been "violent."

"We want to put a stop to parent-pay because we think it is unconstitutional," he said. "School transportation is not simply a privilege, it's a vital link in the educational system. We feel parent-pay is especially unfair to working parents who have no other means of getting their children to and from school."

School transportation officials interviewed unanimously favored legislation that would mandate the state to pay the full cost of operating school bus systems in California. But until and if that ever becomes a reality, more and more districts are being forced to consider parent-pay programs as a means of generating the necessary revenues. What districts in California have learned can be useful to any school district in the nation where reduced state funding has caused transportation to take a back seat to the need to retain educational programs and teacher positions.

Parent-Pay Programs In California

Annual Revenues in 1985-86

School District		School District	
Amador Valley High	$126,687	Newport-Mesa Unified	217,620
Arcadia Unified	129,949	Novato Unified	133,472
Berryessa Elem	96,879	Orange Unified	239,000
Bonita Unified	106,497	Pacific Grove Unified	19,714
Cajon Valley Elem	166,219	Palo Alto Unified	15,380
Cambrian Elem	3,267	Petaluma Jt. Unified	15,396
Capistrano Unified	660,954	Poway Unified	297,116
Carmel Unified	45,066	Reed Union Elem	48,739
Castro Valley Unified	66,543	Rescue Union Elem	14,131
Corcoran Jt. Unified	20,240	Riverside Unified	77,997
Cupertino Union Elem	137,998	Roseville Elem	7,917
Del Mar Union Elem	18,904	Sacramento Unified	24,484
Downey Unified	104,182	Saddleback Unified	420,671
Encinitas Union Elem	54,118	San Diego Unified	107,705
Escondido Union High	21,034	San Dieguito High	101,623
Fremont Unified	226,900	San Juan Unified	506,838
Grossmont Union High	113,076	San Lorenzo Unified	66,386
Hillsborough Elem	78,808	San Marcos Unified	133,590
Huntington Beach Unified	550	San Mateo High	47,283
Irvine Unified	282,500	San Rafael Elem	80,500
Lagunitas Elem	8,360	San Ramon Unified	105,731
La Mesa-Spring Valley	90,480	Santa Cruz High	18,079
Las Virgenes Unified	343,893	Santa Monica Unified	33,994
Los Alamitos Unified	100,358	Solana Beach Elem	28,589
Manhattan Beach Unified	1,408	Sonoma Unified	33,440
Menlo Park Elem	17,014	Sunol Glen Elem	3,138
Modesto Elem	58,032	Tahoe Jt. Unified	106,259
Modesto High	57,352	Tehachapi Unified	36,061
Moraga Elem	87,681	Vista Unified	203,150
Mt. Diablo Unified	291,052	Walnut Creek Elem	139,190
Mountain View Elem	2,894	Walnut Valley Unified	249,417
Napa Valley Unified	4,860	**Total:**	**$7,056,365**

Source: Ron Kinney, Calif. State Director of Pupil Transportation

Implementing the program

Luanne Cayer, transportation director of the Arcadia Unified School District, said her district was among the first in the state to start a parent funding program. A shrinkage in fleet size occurred following the institution of the program. However, she does not attribute this directly to transportation fees, but rather, to declining enrollment.

The district chose ticket books as the medium of exchange in its system of pre-paid rides. The tickets are purchased according to intended use — either round-trip, one-way or occasional. Cayer said one-way ticket books are especially popular because a large number of children in this upper-middle class community live in families where both parents work. Parents drop their children off at school in the morning, then depend on the bus to take them home in the afternoon.

"The fee program enabled the district to keep buses for bands, athletic events and field trips, and avoid the cost of contracting out," she said. "We've had to raise our fee about 3% to 6% every two years, mainly due to increases in drivers' salaries."

The annual charge to parents for school bus transportation among the California districts surveyed ranged from $90 to $190 per student. Some school districts offer reductions to families with three or more children; by state law all districts must provide free service to indigent and handicapped students. The average total revenues for each district from parent funding sources is about $110,000 per year.

Most districts foresee raising fees to parents on an annual or biannual basis. The Bonita Unified School District in LaVerne nearly doubled its fee after only one year of service. During the first two days of the program, parents carried picket signs and demonstrated in front of the district's administration building. These parents were unhappy because they lived in a section of town where there was no school. They had little choice but to pay to send their children on the bus.

"The parents got together and developed carpools," recalled Keevan Humphrey, dispatcher for the Bonita Transportation Department, "but they eventually came back to us. We're still the best and cheapest form of transportation they can find."

Methods of transaction

The Grossmont Unified School District managed to avoid the first-day-of-school phone flurries by preparing the public for the eventuality of school bus transportation charges. For one year prior to instituting the program, the community was educated through board meetings as well as newspapers and television on possible solutions to transportation budget deficits. In addition, questionnaires were sent to parents to find out how they believed such a program would affect them.

"The responses were quite hot and heavy. I had to put on asbestos gloves to read some of the letters that came in," director of transportation James McElligott said good-humoredly. The Grossmont School District encountered the same problems experienced by other districts, including irate parents and losses in ridership as a result of implementing parent-pay. However, McElligott noted that the push for education enabled the district to handle complaints *before* the program began. Furthermore, after dipping the first year fees were charged, ridership now surpasses original figures.

The school district developed a system using plastic tokens after tickets proved unsuccessful. "The

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ticket system got to be rather comical after awhile. Some kids were turning in coupons for 'Jack In The Box' French fries to ride the bus. Drivers would ask them, 'Do you have your French fry tickets today?' " McElligott recalled.

Today, a student who needs to ride the bus can purchase a roll of quarter-sized tokens at his school.

Children have different ways of presenting their bus passes. Some pin the pass to their shirts or blouses.

Handicapped youth are employed at the school site for minimum wages to electronically weigh, then roll the tokens. From this point, the system requires one simple step. As a student boards the bus, he or she drops one token into a locked 5" x 5" clear box. The token system was purchased for a one-time cost of $15,000, as compared to $8,000 per year for tickets.

A variation of the token system is the coin collection method. Quarters, dimes and nickels are dropped into fare boxes identical to ones found in transit buses. The box is installed near the driver's seat on a raised pedestal. Because it is made of steel, it is virtually impossible to break into.

The most popular method of exchange in parent-pay programs is the bus pass, which consists of an identification card containing student name, route number and destination. Three years ago the Vista Unified School District implemented a program that uses both bus passes and fare collection boxes. Max Mattox, director of transportation in Vista, said fare collection was provided for the convenience of low-income families who cannot easily afford to purchase a monthly pass.

Approximately one-fifth of the school district's 10,000 children drop a quarter in the collection box, as opposed to showing the driver a pass as they board the bus. The drivers are not responsible for handling any money, Maddox explained. After the bus has returned to the depot, an employee uses two keys to open the box. He then empties the coins and makes a daily bank deposit. In this manner, the district collects about $500 a day.

Collecting fees

While not involving the receipt of money on a daily basis, the bus pass system is not without its collection hassles. As Stan DeHart, transportation director for the Cajon Valley Unified School District, described, "It's a pickle to handle. It's difficult to get parents to renew on time. Another problem we have is with bad checks. Sometimes it feels like we're running a collection agency here. The private sector is used to doing this, they're set up for it, but we're not."

Some hold it up between thumb and forefinger.

Fees must be collected from parents either on a monthly, semester or annual basis. When payments are not made on time, drivers may be forced to deny a child a ride on the bus. "A junior high school student is allowed to ride on the bus four times a year without a pass. With elementary kids we're more lenient. We'll let them ride 10 or 12 times," stated Clyde Evans, transportation director for the Walnut Valley Unified School District.

"When their allowable days are used up, we put the child's name on a roster of those who can't ride, and we send a certified letter to the parents telling them their child can no longer ride the bus after a certain date," he explained.

The district's usual procedure is to bill parents three weeks before the start of each school semester. The parents can either mail in their checks or have their child hand the money — along with a photograph — to the bus driver in an envelope. By including the child's photograph on the laminated card, the driver can readily identify troublemakers. This also prevents students from passing the card out the window of the bus to a friend or relative.

Parents are not reimbursed for bus passes unless their child moves out of the district, Evans explained. For instance, a parent cannot ask for $1.95 refund if the school principal bars the child from riding the bus one day due to misbehaving. The rule regarding reimbursement "only when a child is leaving" is written on the back side of the bus pass and serves as legal protection for the school district.

Evans described the change that occurred as a result of initiating the program five years ago. "The drivers are more watchful now to see that children get off at the right bus stop. And if a child wants to get off at a different stop, he or she needs a note from their parents. The parents are paying for a service, and we are under obligation to fulfill our end of the contract as agreed upon," he said.

And some carry it between their teeth.

In every case, transportation officials said that given their district's circumstances parent-pay programs were operating successfully. Whether using bus passes, tokens, coins or tickets, the programs are generating vital revenues these school bus transportation systems need to stay alive.

NOTE

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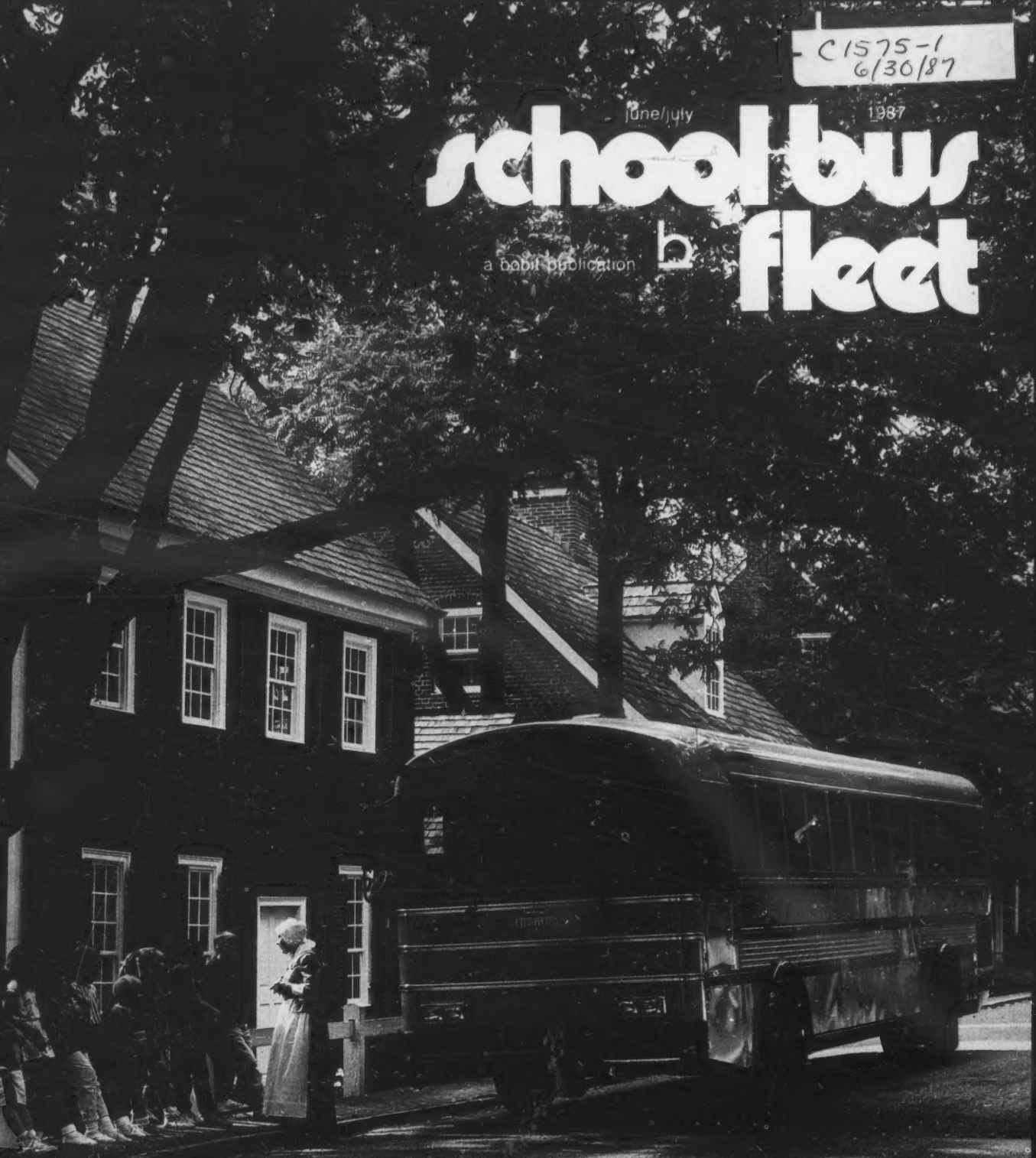

2nd Annual SBF Maintenance Survey Update On Tire Management Practices

Plus: Disney Safety Film, San Diego USD Competes, Uniforms For Drivers, DOT Reviews Tripper Service

june/july '87 vol. 32 no. 3

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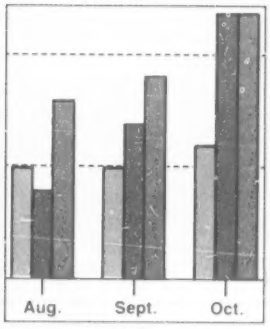
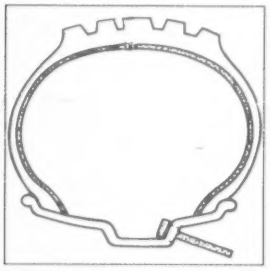
Walt Disney *34*



Annual Survey *16*



Tires *22*

On the cover: Photo of the Thomas Built Bus' Westcoaster by John Russell.

Features

16 **Trend Toward Diesel Conversion**
1987 SBF Maintenance Survey reveals fleets switching to diesel.

22 **Rollin, Rollin, Rollin,**
Tire management practices debated by maintenance directors.

30 **A Guide To Choosing Tires**
Engineer details best types of tires for school bus fleets.

32 **A Honey Of A Film**
Dallas County students view school bus safety film.

36 **Books Versus Buses**
San Diego Unified develops program to cut operating costs.

42 **Putting Drivers In Uniform**
Uniforms give drivers stamp of professionalism.

46 **Academy Converts To Diesel**
All-diesel fleet provides greater fuel efficiency, lower maintenance.

51 **Pumps That Improve Productivity**
Specially-designed pumps solve adhesive application problems.

Departments

Industry News	5
Calendar	55
People	56
New Products	57
Classified Ads	58
Advertisers Index	67
Publisher's Perspective	68

SBF Trivia Contest: In what city was the photo of the Thomas Westcoaster on the cover taken? Winners to receive nylon, baseball coach jacket with company name and logo. Earliest postmark wins. Up to four winners — by Thomas Built Bus sales region — to be announced in future issue. Company employees excluded. Mail to "Trivia Contest," c/o School Bus Fleet, 2512 Artesia Blvd., Redondo Beach, CA 90278.

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EDITORIAL AWARD
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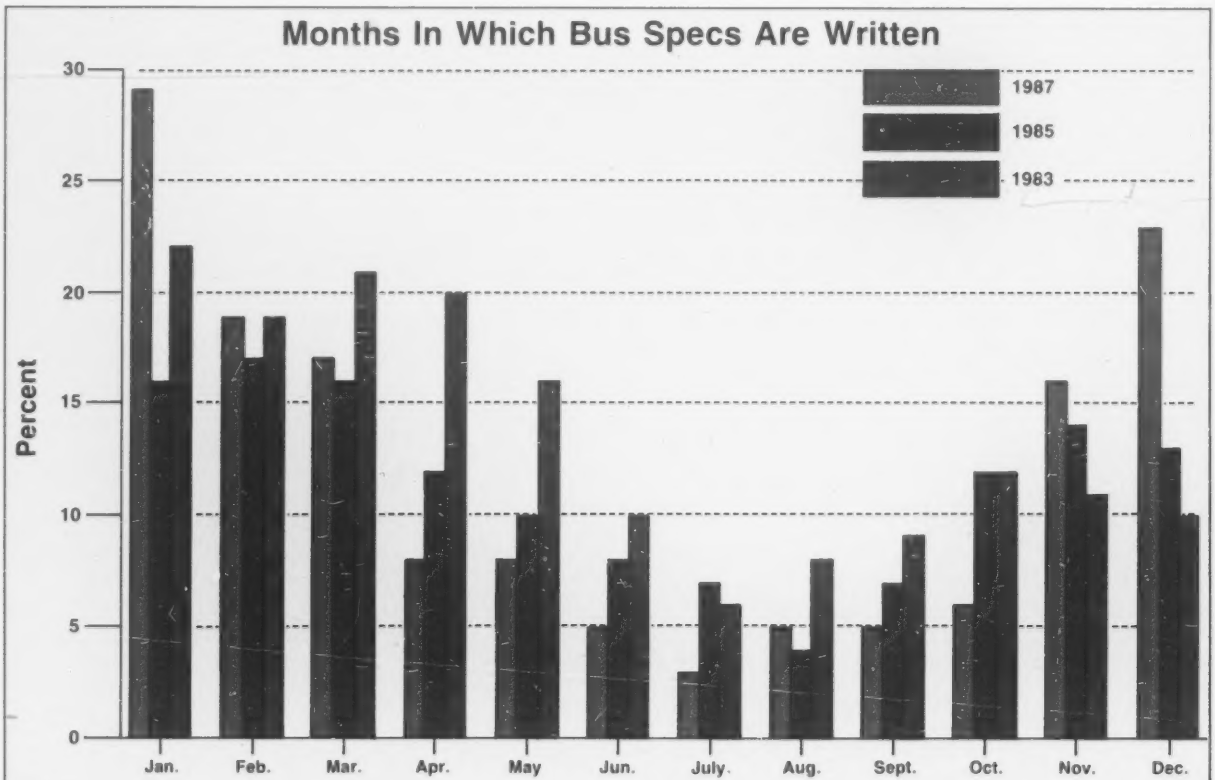
Trend Toward Diesel Conversion Revealed

Results of the 1987 Maintenance Survey reveal that fleets are switching to diesel at a rapid pace, especially private contractors.

School bus fleets nationwide are converting to diesel powered engines at a rapid pace and are performing more of their own maintenance. Meanwhile, the age of school bus fleets is dropping. These are just a few of the emerging trends identified from the results of the 1987 *School Bus Fleet* Maintenance Survey which attempted to determine various maintenance practices and procedures among school bus fleets.

The survey was mailed out to 404 district fleets and 158 private fleets, which coincides approximately with the industry-wide ratio of 75% to 25%. The survey was distributed on a random basis to district operators and private operators on the *School Bus Fleet* subscription list. Thus the distribution was designed to give us an accurate sampling of the school bus industry. Of the 662 survey forms mailed, 15% of the surveys were returned within the time period allotted and were usable. Typi-



While the overall pattern remains the same, there has been a slight shift in the most common months in which school bus specs are written. The winter months, especially January and December, show a dramatic increase in spec writing activity, while in the springtime there is a decline in writing specifications. Meanwhile, the summer months remain as the least popular period to write school bus specifications. Results do not equal 100% because respondents were asked to check each month in which they wrote specs; some only checked one month while others checked more than one month.

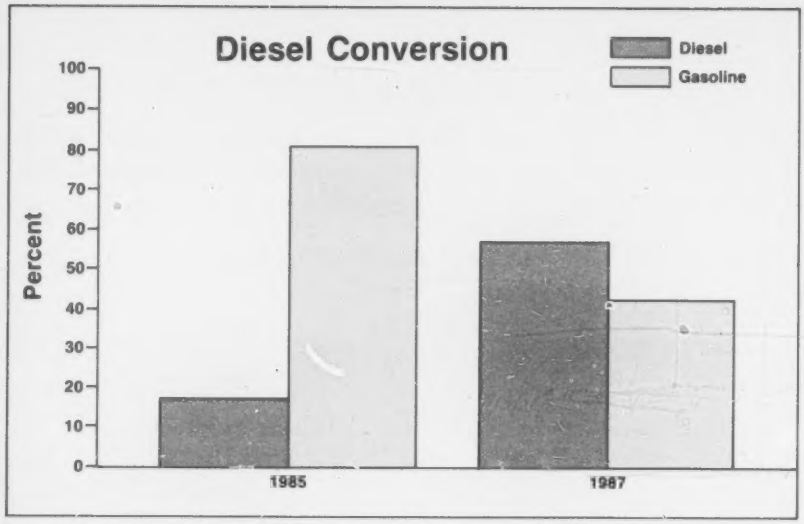


Chart shows the increase in the percentage of school buses switching to diesel.

cal respondents were maintenance directors and transportation managers of district-operated fleets as well as owners of private school bus fleets.

Of the returned responses, two-thirds were district operated fleets and one-third were private school bus contractors. The respondents represented 9,637 total school buses, of which 90% were vehicles weighing more than 10,000 lbs. GVW, or Type B, Type C, and Type D buses (formerly Type I). The remaining 10% were Type A buses, or vehicles having a GVW of less than 10,000 lbs.

The fleets responding travel an average of more than 1.13 million miles per year, this includes line haul, deadhead and deadway operations combined.

Diesel conversion

One of the major trends in the school bus industry that is identifiable in this year's survey is the move to diesel powered buses from gasoline powered buses and at a smaller level, a conversion to propane is also occurring. The survey results show that the responding fleets listed 55% of their buses are powered by diesel fuel, 42% are gasoline and 2% are propane. The 1985 survey reported that 16% of the responding fleets were diesel, 81% were gasoline and .02% were propane. This is a 39% jump in diesel buses in two years while gasoline power usage dropped nearly in half.

"With a gasoline engine, after 130,000 to 165,000 miles the engine is gone, it has to be replaced. But with a diesel engine, you can get 500,000 miles out of it with just one overhaul," said Dr. Bill Kent, transportation and motor pool director for the Bibb County Board of Education in Macon, Ga. as one explanation for the switch to diesel. "You get two-for-one for your money with diesel because you also get better mileage in most cases."

"We doubled and tripled our mileage with diesels," said Bill Kollar, director of transportation for the Edwardsburg Public Schools in Edwardsburg, Mich. "International guaranteed that we would at least double our mileage when we purchased the buses."

Dan Bly, transportation manager for the Visalia Unified School District in Visalia, Calif. has not yet begun converting his fleet to diesel but the switch will begin soon. "We went to diesels early on in 1965 when we bought two diesel buses. The buses were down all the time, smoked a lot and had a bad shaking problem." Bly mentioned that the engines smoked so badly that the California Highway Patrol refused to certify them and this bad experience made Bly hesitant to buy more diesels. But he said that the next time the district goes to bid he will be buying diesels.

This diesel conversion trend was reinforced in another question which asked respondents if they had a formal program to convert to diesel from gasoline during the course of normal replacement. Fully, four out of every ten respondents said they have such a program. Also, 9% answered that their fleets are already entirely diesel.

Looking at the survey figures more closely, private contractor fleets are leading the way in the switch to diesel. The data shows that contractors list 61% of their fleets as diesel powered compared to 52% of district fleets. In addition, 16% of contractors are already entirely diesel while only 5% of district fleets are entirely diesel. On the other hand, 42% of the districts report that they have a program to convert to diesel while less than one-third of the responding contractors have initiated a conversion program.

Fuel usage

The forthcoming Environmental Protection Agency regulations regarding underground storage tanks has created an awareness in the school bus industry about possible leaking tanks. The editors of *School Bus Fleet* estimated in the April/May 1987 issue that the potential problem could cost the largest fleets in the industry as much as $10 million in cleanup and repair fees. With this in mind the survey asked school bus fleets if they had underground storage tanks. Of the respondents, 79% replied that they do have tanks. Each of these fleets has an average of between three and four tanks holding an average of 26,283 gallons of fuel.

If 79% of the 14,000 fleets nationwide have underground storage tanks and of these 11,060 fleets, each has an average of 3.6 tanks, the industry potentially has nearly 40,000 underground storage tanks. Taking into account that the EPA estimates 35% of underground storage tanks holding petroleum are leaking, and using the EPA estimate of $60,000 to clean up three tanks, this potential problem could

cost the industry nearly $280 million.

The responding fleets also listed their total fuel usage at an average of more than 107,000 gallons while the norm spent by each of these fleets on purchasing fuel was $96,217.

Another question in the survey asked fleets to list the amount of lubricating oil used for all school buses in operation during the year. The respondents answered that they use an average of 977 gallons of lubricating oil.

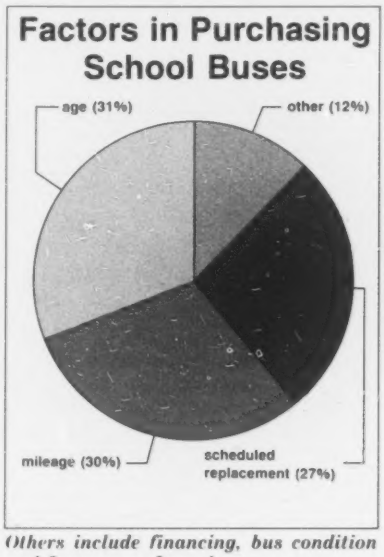
A final question asked school bus fleets if they have a brand preference in the tires that they purchase. Of the usable responses, 62% said they did have a preference.

An interesting reversal in a trend developed over the last few years. This year's results showed that the average replacement age had dropped to eight years for buses weighing more than 10,000 lbs. GVW and 10 years for buses under 10,000 lbs. GVW. In the 1985 *School Bus Fleet* Marketing Survey, there was a definite increase in the age of school buses in the nation. The 1985 survey results showed that school buses weighing more than 10,000 lbs. were being replaced an average of every 10 years and school buses with a GVW of more than 10,000 lbs. were being removed every 12.5 years.

Meanwhile, school buses under 10,000 lbs. GVW traveled an average of 14,945 miles per year while buses weighing more than 10,000 lbs. GVW ran 12,279 miles annually. The difference in mileages can possibly be explained by the fact that the smaller, van-type vehicles are generally used for transporting handicapped students which can often result in longer, more specialized trips. This is also a reversal from the 1985 survey, which reported the average mileage of a school bus to be 16,412 miles per year.

"A few years ago many school bus fleets faced a series of funding cuts and there was no replacement of buses," said Kollar in Edwardsburg, Mich. "We were just running the buses longer and longer then because of the lack of funding. We went five to six years without replacing a bus. But now we have got the funding back up to normal levels and we are able to replace the school buses again."

Bly in Visalia offered another explanation for the reduction in replacement age of school buses. "We're finding out now that in terms of parts replacement, after 10 years it is virtually impossible to find parts. Many of the parts are no longer available after seven years," he said. This lack of parts is consequently forcing school bus fleets to replace the vehicles sooner. "I've found that on a 10-year-old bus, the wear-and-tear causes you to put more and more money into the vehicle and scarcity of parts just adds to the increased downtime."



Others include financing, bus condition and frequency of repairs.

Another question asked respondents to rate what they believed to be the most important factor in prompting school bus purchases. Nearly one-third of the respondents answered that the age of the vehicle was their most important consideration in determining when to buy a new bus. Another 31% said the vehicle's mileage was the primary determinant in deciding to buy a new school bus. Meanwhile, 27.5% of the respondents said that a scheduled replacement program was the chief concern for school bus replacement.

The district fleets that responded to the survey operate for school districts that have combined budgets of more than $995 million for an average of more than $18.5 million per district. These same fleets listed their average operating expenditures at $1,036,287 and their capital outlay at an average of $183,163. This means that the transportation budgets of these district fleets is 6% of the total school system budget. Meanwhile the total maintenance budget for the district fleets excluding fuel, tires and driver-related costs averaged $108,705, which is 9% of the total transportation budget.

Maintenance operation

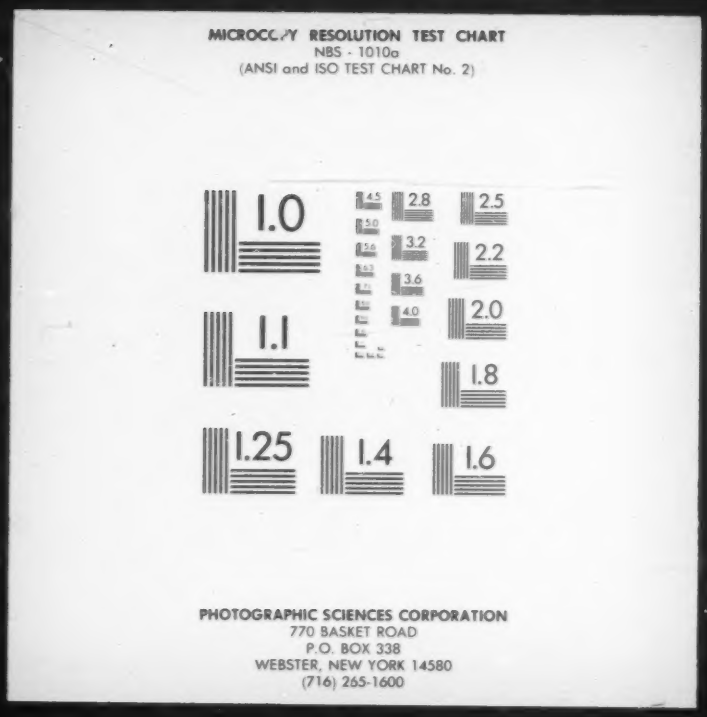
An interesting trend emerged in the number of fleets conducting their own maintenance practices. In the previous survey, 62% of the surveyed fleets performed their own maintenance but in this year's survey 81% of the responses indicated that the fleet carried out their own maintenance.

"There is more in-house maintenance done simply because it is cheaper," said Kollar in Edwardsburg. "You only should spec out specialty items because the average mechanic in your shop is paid between $10-$12 per hour while a mechanic in an outside shop is paid $32 per hour. Plus add in the downtime to transport the vehicle to the garage, someone to drive it and someone to follow him to bring him back and it really adds up."

Meanwhile, 14% of the respondents said they contracted out their maintenance and 5% answered that they participated in a maintenance cooperative.

Of the fleets responding they perform their own maintenance, they employ an average of seven mechanics (full and part time) and they allocate an average of $109,172 for overall labor costs.

Although 81% of the fleets said they conducted in-house maintenance, less than half of the respondents replied that they have a formal, written preventive maintenance program. On the flip side, 54% of the fleets replied that they do not have a preventive maintenance program.



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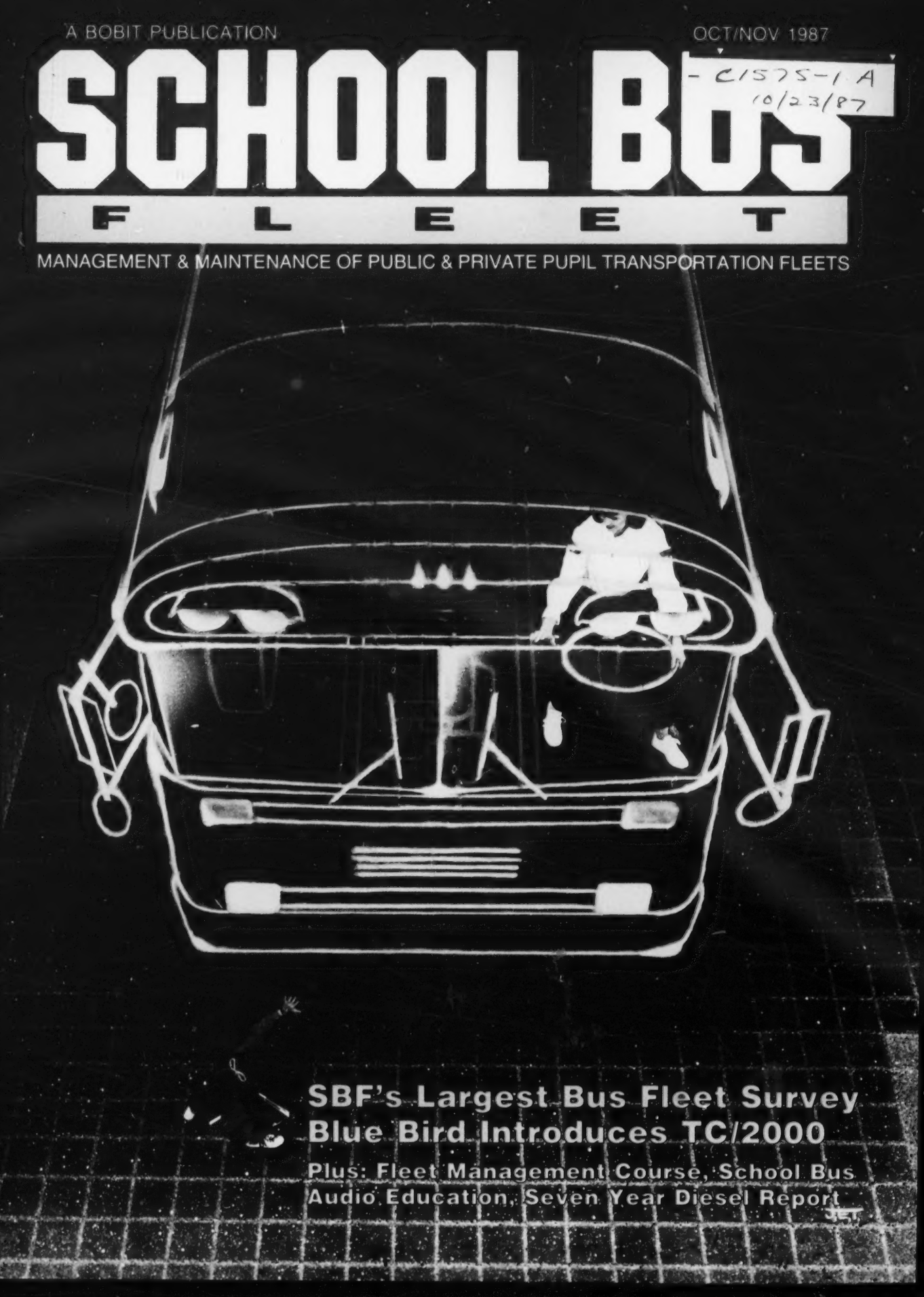
SCHOOL BUS FLEET

MANAGEMENT & MAINTENANCE OF PUBLIC & PRIVATE PUPIL TRANSPORTATION FLEETS



SBF's Largest Bus Fleet Survey
Blue Bird Introduces TC/2000

Plus: Fleet Management Course, School Bus Audio Education, Seven Year Diesel Report

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SCHOOL BUS® FLEET

MANAGEMENT & MAINTENANCE OF PUBLIC & PRIVATE PUPIL TRANSPORTATION FLEETS

Vol. 32 No. 5

October/November '87

1	New York City School District, New York, N.Y.
2	Chicago Public Schools, Chicago, Ill.
3	Los Angeles Unified School District, Los Angeles, Calif.
4	Milwaukee Public Schools, Milwaukee, Wis.
5	Fairfax County School Distric Alexandria, Va.
6	Dallas County Schools, Dallas, Texas

Largest fleets *14*

Bluebird *39*

Training films *46*

On the cover: Computer generated image of Blue Bird's TC/2000.

Features

14 **Largest Private And Public School Bus Fleets**
SBF's third annual survey of largest U.S. fleets.

22 **Project Upbeat Makes Road Scholars**
Experimental program uses audio cassettes on school buses.

26 **Going Further With Executive Education**
Wharton's program equips fleet managers with improved skills.

39 **The TC/2000 From Blue Bird Rolls Into View**
New transit-design school bus will be available in Fall '88.

46 **Preventing A School Bus Driver's Nightmare**
Training film explains how to evacuate handicapped students.

50 **South Bend Evaluates Diesel Results**
Seven years of diesel use have helped cut fuel costs.

54 **School Bus Distributor Turns To Manufacturing**
Asia-Smith combines American components with Korean technology.

58 **NSTA Meets In Denver**
Contractor's annual convention weighs merger trend.

Departments

Industry News	5	Classified Ads	63
New Products	61	Advertisers Index	67
Calendar	62	Publisher's Perspective	68

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SBF's Largest Private and Public School Bus Fleets

The results of the third annual *School Bus Fleet* survey of the largest school bus fleets in the United States show a relatively high increase in the number of vehicles among both the 10 largest private contractor fleets and the 25 largest district operated fleets, compared to last year's survey.

Among the 10 largest private contractors, the survey reports a total of 37,209 school buses transporting approximately 1.8 million students daily. This is a 27% increase in school buses over the 1986 survey which reported 26,773 school buses, carrying about 1.4 million pupils on a daily basis among the 10 largest private fleets. This increase is further evidence of the escalating rate at which smaller school bus contractors are being bought out by the giants such as Laidlaw, Harmon and Ryder.

This year *SBF* decided to expand its listing of the largest school district fleets to 50, compared to only 25 in previous years. Among the largest 25 in this year's survey, there is a 14% increase in the number of school buses compared to the largest 25 listed last year.

This year's largest 50, which includes school districts from Anchorage, Alaska to Miami, utilize more than 34,000 vehicles or roughly 10% of the total number of school buses on tne road. The figures show that the 50 largest school district fleets only own 58%, or about 19,700, of their school buses, and contract out the remainder with private operators, including some of the contractors listed in the 10 largest private fleets. However districts were not asked to identify specific private contractors. These districts fleets also transport nearly two million pupils daily. *(Editor's note: Large school district fleets and private contractor fleets wishing to be included in next year's listing are invited to send their fleet size information to: SBF's Largest Fleets, 2512 Artesia Blvd., Redondo Beach, CA 90278).*

10 Largest Contractor Fleets

RANK	CONTRACTOR	TOTAL NO. OF BUSES	TYPE I (CONV/TRANSIT)	TYPE II (VAN/HANDICAP)	NO. OF PUPILS TRANSPORTED DAILY
1	Laidlaw Transportation Van Nuys, Calif.	14,000	7,000	7,000	—
2	R.W. Harmon & Sons, Belton, Mo.	5,000	4,450	550	225,000
3	Ryder Student Transportation Services, Miami, Fla.	4,600	4,200	400	130,000
4	Mayflower Contract Services, Carmel, Ind.	4,500	4,000	500	400,000
5	National School Bus Service, Palatine, Ill.	2,724	2,376	348	187,500
6	Durham Transportation, Rosemead, Calif.	1,537	619	918	50,000
7	Vancom, Inc. South Holland, Ill.	1,509	767	742	110,000
8	Taylor Bus Service, Anaheim, Calif.	1,500	1,000	500	30,000
9	Cook Illinois Corp., Oak Forest, Ill.	1,200	750	450	100,000
10	Willet Motor Coach, Chicago, Ill.	639	471	168	9,000

50 Largest District Fleets

RANK	SCHOOL DISTRICT FLEET	TOTAL NO. OF BUSES	TYPE I (CONV./TRANSIT)	TYPE II (VAN/HANDICAP)	PUPILS PER DAY	BUSES CONTRACTED
1	New York City School District, New York, N.Y.	2,914	1,767	1,147	138,000	2,914
2	Chicago Public Schools, Chicago, Ill.	2,695	2,604	91	43,000	2,695
3	Los Angeles Unified School District, Los Angeles, Calif.	2,631	948	583	85,000	1,100
4	Milwaukee Public Schools, Milwaukee, Wis.	1,200	900	300	50,000	1,200
5	Fairfax County School District, Alexandria, Va.	1,168	965	203	87,000	NONE
6	Dallas County Schools, Dallas, Texas	1,050	750	300	45,000	NONE
7	School District of Philadelphia, Philadelphia, Pa.	1,009	854	177	33,500	605
8	Montgomery County Schools, Rockville, Md.	884	622	262	58,500	NONE
9	Houston Independent School District, Houston, Texas	877	551	326	36,000	NONE
10	Prince George's County, Upper Marlboro, Md.	873	644	229	72,000	NONE
11	Hillsborough County Schools, Tampa, Fla.	847	731	116	66,000	NONE
12	Jefferson County Public Schools, Louisville, Ky.	796	609	187	64,000	338
13	Hawaii State Schools, Honolulu, Hawaii	755	510	245	33,900	740
14	Wake County Public School System, Raleigh, N.C.	750	620	130	40,000	NONE
15	Dade County School District, Miami, Fla.	740	734	6	44,000	NONE
16	Charlotte-Mecklenburg School District, Charlotte, N.C.	695	652	43	50,800	NONE
17	Dural County School District, Jacksonville, Fla.	674	653	21	54,000	674
18	Detroit Public School District, Detroit, Mich.	670	380	290	29,000	150
19	East Baton Rouge Parish School Board, Baton Rouge, La.	645	554	91	45,000	NONE
20	Cleveland City Schools, Cleveland, Ohio	603	500	103	35,000	NONE
21	Missouri Volunteer Educational Program, Jefferson City, Mo.	582	134	448	13,000	582
22	Buffalo Board of Education, Buffalo, N.Y.	579	515	64	60,000	560
23	Missouri Voluntary Desegregation Program, St. Louis, Mo.	575	575	0	13,000	575
24	Baltimore County School District, Baltimore, Md.	551	379	172	51,000	NONE
25	San Diego Unified School District, San Diego, Calif.	547	351	196	30,000	273

50 Largest District Fleets

RANK	SCHOOL DISTRICT FLEET	TOTAL NO. OF BUSES	TYPE I (CONV./TRANSIT)	TYPE II (VAN/HANDICAP)	PUPILS PER DAY	BUSES CONTRACTED
26	Austin Independent School District, Austin, Texas	518	301	217	25,000	NONE
27	Gwinnett County Schools, Lawrenceville, Ga.	515	428	87	49,500	NONE
28	Caddo Parish School District, Shreveport, La.	514	411	103	30,000	NONE
29	DeKalb County Schools, Tucker, Ga.	505	404	101	55,000	NONE
30	Cobb County School District, Marietta, Ga.	489	373	116	49,000	NONE
31	Minneapolis Public Schools, Minneapolis, Minn.	482	375	107	38,000	377
32	Boston School District, Boston, Mass.	470	284	186	28,600	NONE
33	Metro Nashville Public School System, Nashvile, Tenn.	445	320	125	44,000	NONE
34	Clark County School District, Las Vegas, Nev.	434	381	53	33,000	NONE
35	Los Angeles County Office of Education, Downey, Calif.	427	25	402	6,000	427
36	Albuquerque Public School District, Albuquerque, N.M.	392	252	140	30,000	392
37	Denver Public Schools, Denver, Colo.	389	293	96	23,500	NONE
38	Portland Schools Portland, Ore.	350	190	160	14,500	248
39	St. Louis Public Schools, St. Louis, Mo.	350	231	119	19,000	350
40	Memphis City Schools, Memphis, Tenn.	349	208	141	20,700	208
41	Fort Worth Independent School District, Fort Worth, Texas	328	300	28	14,800	NONE
42	New Orleans Public Schools, New Orleans, La.	300	210	90	50,000	NONE
43	Oklahoma City Public Schools, Oklahoma City, Okla.	269	181	88	14,000	NONE
44	Jefferson County Schools, Lakewood, Colo.	262	259	3	18,000	NONE
45	Long Beach Unified School District, Long Beach, Calif.	224	179	45	17,500	196
46	San Juan Unified School District, Carmichael, Calif.	223	171	52	12,500	NONE
47	School Board of Alachua County, Gainesville, Fla.	209	183	26	14,400	NONE
48	Mesa Unified Schools, Mesa, Ariz.	196	130	66	15,200	NONE
49	Franklin County Schools, Columbus, Ohio	125	105	20	1,800	NONE
50	Anchorage School District, Anchorage, Alaska	122	120	2	18,000	NONE